

CRS before 2042 entry into force

In Article 4, the following point 4 is added:

4. Certificates of release to service and authorised release certificates issued before the date of entry into force of this Regulation by a maintenance organisation approved under the Member State requirements shall be deemed equivalent to those required under points M.A.801 and M.A.802 of Annex I (Part-M) respectively.

ICAO licence vs Part-66

➤ In Article 5 paragraph 1 is replaced by the following:

- '1. Certifying staff shall be qualified in accordance with the provisions of Annex III, except as provided for in points M.A.606(h), M.A.607(b), M.A.801(d) and M.A.803 of Annex I and in point 145.A.30(j) of Annex II (Part 145) and Appendix IV to Annex II (Part 145).'

Article 7 "Enter into force" is amended as follows:

(a) paragraph 2 is replaced by the following:

'2. By way of derogation from paragraph 1:

- (a) the provisions of Annex I, except for points M.A.201(h)(2)*((maintenance by Part-145))* and M.A.708(c)*((maintenance contract))*, shall apply from 28 September 2005;
- (b) point M.A.201(f)*((continuing airworthiness task managed by an approved CAMO))* of Annex I shall apply to aircraft not involved in commercial air transport operated by third country carriers as from 28 September 2009.'

Article 7 "Enter into force" is amended as follows:

(b) paragraph 3 is amended as follows:

(i) point (a) is replaced by the following:

'(a) the provisions of Annex I to aircraft not involved in commercial air transport, until 28 September 2009.'

(ii) the following point (g) is added:

'(g) for aircraft not involved in commercial air transport other than large aircraft, the need to comply with Annex III (Part 66) in the following provisions, until 28 September 2010:
— M.A.606(g) and M.A.801(b)2 of Annex I (Part-M),
— 145.A.30(g) and (h) of Annex II (Part-145).'

M1-approval of Maintenance Programme of non-commercial aircrafts

In point M.1, paragraph 4, the following point (iii) is added:

'(iii) By derogation from paragraph 4(i), when the continuing airworthiness of an aircraft not used in commercial air transport is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) not subject to the oversight of the Member State of registry, and only if agreed with the Member State of registry prior to the approval of the maintenance programme:

- (a) the authority designated by the Member State responsible for the oversight of the continuing airworthiness management organisation, or
- (b) the Agency if the continuing airworthiness management organisation is located in a third country.'

M.A.201, paragraph (e) is replaced by the following:

'(e) In order to satisfy the responsibilities of paragraph (a),

- (i) the owner of an aircraft may contract the tasks associated with continuing airworthiness to a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M). In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.

Replaced (e) In order to satisfy the responsibilities of paragraph (a) the owner of an aircraft may contract the tasks associated with continuing airworthiness to an approved continuing airworthiness management organisation as specified in M.A. Subpart G (continuing airworthiness management organisation hereinafter) in accordance with Appendix I. In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.

CAMO og ”driftstillatelse”

M.A.201, paragraph (e) is replaced by the following:

'(e) In order to satisfy the responsibilities of paragraph (a),

- (ii) An owner who decides to manage the continuing airworthiness of the aircraft under its own responsibility, without a contract in accordance with Appendix I, may nevertheless make a limited contract with a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M), for the development of the maintenance programme and its approval in accordance with point M.A.302. In that case, the limited contract transfers the responsibility for the development and approval of the maintenance programme to the contracted continuing airworthiness management organisation.'

Replaced (e) In order to satisfy the responsibilities of paragraph (a) the owner of an aircraft may contract the tasks associated with continuing airworthiness to an approved continuing airworthiness management organisation as specified in M.A. Subpart G (continuing airworthiness management organisation hereinafter) in accordance with Appendix I. In this case, the continuing airworthiness management organisation assumes responsibility for the proper accomplishment of these tasks.

In point M.A.201, paragraph (i), the introductory phrase is replaced by the following:

'When an operator is requested by a Member State to hold a certificate for commercial operations, other than for commercial air transport, it shall':

1. be appropriately approved, pursuant to M.A. Subpart G, for the management of the continuing airworthiness of the aircraft it operates or contract such an organisation; and
2. be appropriately approved in accordance with M.A. Subpart F or Part-145, or contract such organisations; and
3. ensure that paragraph (a) is satisfied.

M.A.202 Occurrence Reporting

In point M.A.202, paragraph (a) is replaced by the following:

'(a) Any person or organisation responsible in accordance with point M.A.201 shall report to the competent authority designated by the State of Registry, the organisation responsible for the type design or supplemental type design and, if applicable, the Member State of operator, any identified condition of an aircraft or component which endangers flight safety.'

*Replaced (a)
Any person or organisation responsible under M.A.201 shall report to the State of registry, the organisation responsible for the type design or supplemental type design and, if applicable, the Member State of operator, any identified condition of an aircraft or component that hazards seriously the flight safety.*

M.A.302 Aircraft Maintenance Programme

Point M.A.302 is replaced by the following:

M.A.302

- (a) Maintenance of each aircraft shall be organised in accordance with an aircraft maintenance programme.
- (b) The aircraft maintenance programme and any subsequent amendments shall be approved by the competent authority.

M.A.302 Aircraft Maintenance Programme

Point M.A.302 is replaced by the following:

(c) When the continuing airworthiness of the aircraft is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M), the aircraft maintenance programme and its amendments may be approved through an indirect approval procedure.

- (i) In that case, the indirect approval procedure shall be established by the continuing airworthiness management organisation as part of the CAME and shall be approved by the competent authority responsible for that continuing airworthiness management organisation.
- (ii) The CAMO shall not use the indirect approval procedure when this organisation is not under the oversight of the Member State of Registry, unless an agreement exists in accordance with point M.1, paragraph 4(ii) or 4(iii), as applicable, transferring the responsibility for the approval of the aircraft maintenance programme to the competent authority responsible for the continuing airworthiness management organisation.

M.A.302 Aircraft Maintenance Programme

Point M.A.302 is replaced by the following:

(d) The aircraft maintenance programme must establish compliance with:

- (i) instructions issued by the competent authority;
- (ii) instructions for continuing airworthiness issued by the holders of the type certificate, restricted type certificate, supplemental type certificate, major repair design approval, ETSO authorisation or any other relevant approval issued under Regulation (EC) No 1702/2003 and its Annex (Part-21);
- (iii) additional or alternative instructions proposed by the owner or the continuing airworthiness management organisation once approved in accordance with point M.A.302, except for intervals of safety related tasks referred in paragraph (e), which may be escalated, subject to sufficient reviews carried out in accordance with paragraph (g) and only when subject to direct approval in accordance with point M.A.302(b).

M.A.302 Aircraft Maintenance Programme

Point M.A.302 is replaced by the following:

- (e) The aircraft maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to the type and the specificity of operations.
- (f) For large aircraft, when the maintenance programme is based on maintenance steering group logic or on condition monitoring, the aircraft maintenance programme shall include a reliability programme.
- (g) The aircraft maintenance programme shall be subject to periodic reviews and amended accordingly when necessary. These reviews shall ensure that the programme continues to be valid in light of the operating experience and instructions from the competent authority whilst taking into account new and/or modified maintenance instructions promulgated by the type certificate and supplementary type certificate holders and any other organisation that publishes such data in accordance with Annex (Part-21) to Regulation (EC) No 1702/2003.

M.A.305 Aircraft continuing airworthiness record system

In point M.A.305, paragraph (b) is replaced by the following:

- (b) The aircraft continuing airworthiness records shall consist of:
 1. an aircraft logbook, engine logbook(s) or engine module log cards, propeller logbook(s) and log cards for any service life limited component as appropriate, and,
 2. when required in point M.A.306 for commercial air transport or by the Member State for commercial operations other than commercial air transport, the operator's technical log.'

M.A.403 Aircraft defects

In point M.A.403, paragraph (b), the words 'according to M.A.801(b)1, M.A.801(b)2 or Part-145' are replaced by the words 'according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145)'.

- (b) Only the authorised certifying staff, according to points M.A.801(b)1, M.A.801(b)2, M.A.801(c), M.A.801(d) or Annex II (Part-145)3 *can decide*, using M.A.401 maintenance data, whether an aircraft defect hazards seriously the flight safety and therefore decide when and which rectification action shall be taken

M.A.501 Installation

In point M.A.501, paragraph (a), the words 'specified in Part-145 and Subpart F' are replaced by the words 'specified in Annex (Part-21) to Regulation (EC) No 1702/2003, Annex II (Part-145) or Subpart F, section A of Annex I to this Regulation'.

M.A.502 Component maintenance

Point M.A.502 is replaced

Point M.A.503 is replaced

In point M.A.504, paragraph (b) is replaced by the following:

M.A.703 Extent of approval

Point M.A.703 is amended as follows:

- (i) paragraph (a) is replaced by the following:
 - (a) The approval is indicated on a certificate included in Appendix VI issued by the competent authority.;
- (ii) the following paragraph (c) is added:
 - (c) The scope of work deemed to constitute the approval shall be specified in the CAME in accordance with point M.A.704.'

M.A.704 Continuing airworthiness management exposition

Point M.A.704 is amended as follows:

- (i) paragraph (a), point 3 is replaced by the following:
 - 3. the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i);
- (ii) a point 9 is added to paragraph (a):
 - 9. the list of approved aircraft maintenance programmes, or, for aircraft not involved in commercial air transport, the list of "generic" and "baseline" maintenance programmes;
- (iii) paragraph (c) is replaced by the following:
 - '(c) Notwithstanding paragraph (b), minor amendments to the exposition may be approved indirectly through an indirect approval procedure. The indirect approval procedure shall define the minor amendment eligible, be established by the continuing airworthiness management organisation as part of the exposition and be approved by the competent authority responsible for that continuing airworthiness management organisation.'

M.A.706 Personnel requirements

In point M.A.706, the following paragraphs (i) and (j) are added:

- (i) For organisations extending airworthiness review certificates in accordance with points M.A.711(a)4 and M.A.901(f), the organisation shall nominate persons authorised to do so, subject to approval by the competent authority.
- (j) The organisation shall define and keep updated in the continuing airworthiness management exposition the title(s) and name(s) of person(s) referred to in points M.A.706(a), M.A.706(c), M.A.706(d) and M.A.706(i).'

M.A.707 Airworthiness review staff

In point M.A.707, paragraph (a) is replaced by the following:

1. For all aircraft used in commercial air transport, and aircraft above 2 730 kg MTOM, except balloons, these staff shall have acquired:
 - (a) at least five years experience in continuing airworthiness, and;
 - (b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognized maintenance personnel qualification appropriate to the aircraft category (when Annex III (Part-66) refers to national rules) or an aeronautical degree or equivalent, and;
 - (c) formal aeronautical maintenance training, and;
 - (d) a position within the approved organisation with appropriate responsibilities.
- (e) Notwithstanding points "a" to "d", the requirement laid down in point M.A.707(a)1b may be replaced by five years of experience in continuing airworthiness additional to those already required by point M.A.707(a)1a.

M.A.707 Airworthiness review staff

For aircraft not used in commercial air transport of 2 730 kg MTOM and below, and balloons, these staff shall have acquired:

- (a) at least three years experience in continuing airworthiness, and;
- (b) an appropriate licence in compliance with Annex III (Part-66) or a nationally recognized maintenance personnel qualification appropriate to the aircraft category (when Annex III (Part-66) refers to national rules) or an aeronautical degree or equivalent, and;
- (c) appropriate aeronautical maintenance training, and;
- (d) a position within the approved organisation with appropriate responsibilities;
- (e) Notwithstanding points "a" to "d", the requirement laid down in point M.A.707(a)2b may be replaced by four years of experience in continuing airworthiness additional to those already required by point M.A.707(a)2a.'

M.A.708 Continuing airworthiness management

In point M.A.708(b), point 2 is replaced by the following:

2. Present the aircraft maintenance programme and its amendments to the competent authority for approval, unless covered by an indirect approval procedure in accordance with point M.A.302(c), and provide a copy of the programme to the owner of aircraft not involved in commercial air transport.'

Replaced point 2.

present the aircraft maintenance programme and its amendments to the competent authority for approval and provide a copy of the programme to the owner of non commercially operated aircraft,

M.A.709 Documentation

Point M.A.709 is replaced by the following:

- (a) The approved continuing airworthiness management organisation shall hold and use applicable current maintenance data in accordance with point M.A.401 for the performance of continuing airworthiness tasks referred to in point M.A.708. This data may be provided by the owner or the operator, subject to an appropriate contract being established with such an owner or operator. In such case, the continuing airworthiness management organisation only needs to keep such data for the duration of the contract, except when required by point M.A.714.
- (a) For aircraft not involved in commercial air transport, the approved continuing airworthiness management organisation may develop "baseline" and/or "generic" maintenance programmes in order to allow for the initial approval and/or the extension of the scope of an approval without having the contracts referred to in Appendix I to this Annex (Part M). These "baseline" and/or "generic" maintenance programmes however do not preclude the need to establish an adequate Aircraft Maintenance Programme in compliance with point M.A.302 in due time before exercising the privileges referred to in point M.A.711.'

'M.A.711 Privileges of the organisation

Point M.A.711 is replaced by the following:

(a) A continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) may:

1. manage the continuing airworthiness of non-commercial air transport aircraft as listed on the approval certificate;
2. manage the continuing airworthiness of commercial air transport aircraft when listed both on its approval certificate and on its Air Operator Certificate (AOC);
3. arrange to carry out limited continuing airworthiness tasks with any contracted organisation, working under its quality system, as listed on the approval certificate;
4. extend, under the conditions of point M.A.901(f), an airworthiness review certificate that has been issued by the competent authority or by another continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M);

'M.A.711 Privileges of the organisation

Point M.A.711 is replaced by the following:

(b) An approved continuing airworthiness management organisation registered in one of the Member States may, additionally, be approved to carry out airworthiness reviews referred to in point M.A.710 and:

1. issue the related airworthiness review certificate and extend it in due time under the conditions of points M.A.901(c)2 or M.A.901(e)2; and,
2. issue a recommendation for the airworthiness review to the competent authority of the Member State of registry.'

M.A.712 Quality system

In point M.A.712, paragraph (f) is replaced by the following:

'(f) In the case of a small organisation not managing the continuing airworthiness of aircraft used in commercial air transport, the quality system may be replaced by regular organisational reviews subject to the approval of the competent authority, except when the organisation issues airworthiness review certificates for aircraft above 2 730 kg MTOM other than balloons. In the case where there is no quality system, the organisation shall not contract continuing airworthiness management tasks to other parties.'

AMC M.A.712(f) A small organisation is considered to be an organisation with up to 5 full-time staff (including all M.A.706 personnel) or equivalent proportional number when using part-time staff.

The complexity of the organisation, combination of aircraft and aircraft types, the utilisation of the aircraft and the number of approved locations of the organisation should also be considered before replacing the quality system by an organisational review.

AMC M.A.712(f) Organisational reviews

Appendix XIII to AMC M.A.712(f)

Organisational reviews may replace a full quality system in accordance with the provisions of M.A.712(f) and AMC M.A.712(f) and as described in the continuing airworthiness management exposition (CAME)

M.A.714 Record-keeping

In point M.A.714, paragraph (b) is replaced by the following:

'(b) If the continuing airworthiness management organisation has the privilege referred to in point M.A.711(b), it shall retain a copy of each airworthiness review certificate and recommendation issued or, as applicable, extended, together with all supporting documents. In addition, the organisation shall retain a copy of any airworthiness review certificate that it has extended under the privilege referred to in point M.A.711(a)4.'

M.A.801 Aircraft CRS

Point M.A.801 is replaced by the following:

(a) Except for aircraft released to service by a maintenance organisation approved in accordance with Annex II (Part-145), the certificate of release to service shall be issued according to this Subpart;

(b) No aircraft can be released to service unless a certificate of release to service is issued at the completion of any maintenance, when satisfied that all maintenance required has been properly carried out, by:

1. appropriate certifying staff on behalf of the maintenance organisation approved in accordance with Section A, Subpart F of this Annex (Part M); or
2. certifying staff in compliance with the requirements laid down in Annex III (Part-66), except for complex maintenance tasks listed in Appendix VII to this Annex for which point 1 applies; or
3. by the Pilot-owner in compliance with point M.A.803;

(c) By derogation from point M.A.801(b)2 for ELA1 aircraft not used in commercial air transport, aircraft complex maintenance tasks listed in Appendix VII may be released by certifying staff referred to in point M.A.801(b)2;

M.A.801 Aircraft CRS

- (d) By derogation from point M.A.801(b), in the case of unforeseen situations, when an aircraft is grounded at a location where no approved maintenance organisation appropriately approved under this Annex or Annex II (Part-145) and no appropriate certifying staff are available, the owner may authorise any person, with not less than three years of appropriate maintenance experience and holding the proper qualifications, to maintain according to the standards set out in Subpart D of this Annex and release the aircraft. The owner shall in that case:
1. obtain and keep in the aircraft records details of all the work carried out and of the qualifications held by that person issuing the certification; and
 2. ensure that any such maintenance is rechecked and released by an appropriately authorised person referred to in point M.A.801(b) or an organisation approved in accordance with Section A, Subpart F of this Annex (Part M), or with Annex II (Part-145) at the earliest opportunity but within a period not exceeding seven days; and
 3. notify the organisation responsible for the continuing airworthiness management of the aircraft when contracted in accordance with point M.A.201(e), or the competent authority in the absence of such a contract, within seven days of the issuance of such certification authorisation.

M.A.802 Component CRS

Point M.A.802 is replaced by the following:

- (a) A certificate of release to service shall be issued at the completion of any maintenance carried out on an aircraft component in accordance with point M.A.502.
- (b) The authorised release certificate identified as EASA Form 1 constitutes the component certificate of release to service, except when such maintenance on aircraft components has been performed in accordance with point M.A.502(b) or point M.A.502(d), in which case the maintenance is subject to aircraft release procedures in accordance with point M.A.801.'

'M.A.803 Pilot-owner authorisation

Point M.A.803 is replaced by the following:

- (a) To qualify as a Pilot-owner, the person must:
1. hold a valid pilot licence (or equivalent) issued or validated by a Member State for the aircraft type or class rating; and
 2. own the aircraft, either as sole or joint owner; that owner must be:
 - (i) one of the natural persons on the registration form; or
 - (ii) a member of a non-profit recreational legal entity, where the legal entity is specified on the registration document as owner or operator, and that member is directly involved in the decision making process of the legal entity and designated by that legal entity to carry out Pilot-owner maintenance.

M.A.803 Pilot-owner authorisation

Point M.A.803 is replaced by the following:

- (b) For any privately operated non-complex motor-powered aircraft of 2 730 kg MTOM and below, sailplane, powered sailplane or balloon, the Pilot-owner may issue a certificate of release to service after limited Pilotowner maintenance as specified in Appendix VIII.
- (c) The scope of the limited Pilot-owner maintenance shall be specified in the aircraft maintenance programme referred to in point M.A.302.
- (d) The certificate of release to service shall be entered in the logbooks and contain basic details of the maintenance carried out, the maintenance data used, the date on which that maintenance was completed and the identity, the signature and pilot licence number of the Pilot-owner issuing such a certificate.'

M.A.901 Aircraft airworthiness review

Point M.A.901 is replaced by the following:

- To ensure the validity of the aircraft airworthiness certificate an airworthiness review of the aircraft and its continuing airworthiness records shall be carried out periodically.
- (a) An airworthiness review certificate is issued in accordance with Appendix III (EASA Form 15a or 15b) on completion of a satisfactory airworthiness review. The airworthiness review certificate is valid one year;
 - (b) An aircraft in a controlled environment is an aircraft (i) continuously managed during the previous 12 months by a unique CAMO approved in accordance with Section A, Subpart G, of this Annex (Part M), and (ii) which has been maintained for the previous 12 months by maintenance organisations approved in accordance with Section A, Subpart F of this Annex (Part M), or with Annex II (Part 145). This includes maintenance tasks referred to in point M.A.803(b) carried out and released to service in accordance with point M.A.801(b)2 or point M.A.801(b)3;

M.A.901 Aircraft airworthiness review

Point M.A.901 is replaced by the following:

- c) For all aircraft used in commercial air transport, and aircraft above 2 730 kg MTOM, except balloons, that are in a controlled environment, the organisation referred to in (b) managing the continuing airworthiness of the aircraft may, if appropriately approved, and subject to compliance with paragraph (k):Point M.A.901 is replaced by the following:
 1. issue an airworthiness review certificate in accordance with point M.A.710, and;
 2. for the airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment, extend twice the validity of the airworthiness review certificate for a period of one year each time;

M.A.901 Aircraft airworthiness review

Point M.A.901 is replaced by the following:

- (d) For all aircraft used in commercial air transport and aircraft above 2 730 kg MTOM, except balloons, that (i) are not in a controlled environment, or (ii) which continuing airworthiness is managed by a continuing airworthiness management organisation that does not hold the privilege to carry out airworthiness reviews, the airworthiness review certificate shall be issued by the competent authority upon satisfactory assessment based on a recommendation made by a continuing airworthiness management organisation appropriately approved in accordance with Section A, Subpart G of this Annex (Part M) sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.710;

M.A.901 Aircraft airworthiness review

- (e) For aircraft not used in commercial air transport of 2730 kg MTOM and below, and balloons, any continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) and appointed by the owner or operator may, if appropriately approved and subject to paragraph (k):

1. issue the airworthiness review certificate in accordance with point M.A.710, and;
2. for airworthiness review certificates it has issued, when the aircraft has remained within a controlled environment under its management, extend twice the validity of the airworthiness review certificate for a period of one year each time;

M.A.901 Aircraft airworthiness review

- (f) By derogation from points M.A.901(c)2 and M.A.901(e)2, for aircraft that are in a controlled environment, the organisation referred to in (b) managing the continuing airworthiness of the aircraft, subject to compliance with paragraph (k), may extend twice for a period of one year each time the validity of an ARC that has been issued by the competent authority or by another continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M);

M.A.901 Aircraft airworthiness review

- (g) By derogation from points M.A.901(e) and M.A.901(i)2, for ELA1 aircraft not used in commercial air transport and not affected by point M.A.201(i), the ARC may also be issued by the competent authority upon satisfactory assessment, based on a recommendation made by certifying staff formally approved by the competent authority and complying with provisions of Annex III (Part-66) as well as requirements laid down in point M.A.707(a)2(a), sent together with the application from the owner or operator. This recommendation shall be based on an airworthiness review carried out in accordance with point M.A.710 and shall not be issued for more than two consecutive years;

M.A.901 Aircraft airworthiness review

- (h) Whenever circumstances reveal the existence of a potential safety threat, the competent authority shall carry out the airworthiness review and issue the airworthiness review certificate itself;

- (i) In addition to paragraph (h), the competent authority may also carry out the airworthiness review and issue the airworthiness review certificate itself in the following cases:

1. for aircraft not involved in commercial air transport when the aircraft is managed by a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of this Annex (Part M) located in a third country;
2. for all balloons and any other aircraft of 2 730 kg MTOM and below, if it is requested by the owner;

M.A.901 Aircraft airworthiness review

- (j) When the competent authority carries out the AR and/or issues the ARC itself, the owner or operator shall provide the competent authority with:

1. the documentation required by the competent authority; and
2. suitable accommodation at the appropriate location for its personnel; and
3. when necessary, the support of personnel appropriately qualified in accordance with Annex III (Part-66) or equivalent personnel requirements laid down in point 145.A.30(j)(1) and (2) of Annex II (Part 145);

- (k) An airworthiness review certificate cannot be issued nor extended if there is evidence or reason to believe that the aircraft is not airworthy.'

Airworthiness review of aircraft imported into the EU

In point M.A.904, paragraphs (a) and (b) are replaced by the following:

- (a) When importing an aircraft onto a Member State register from a third country, the applicant shall:
1. apply to the Member State of registry for the issuance of a new airworthiness certificate in accordance with the Annex (Part-21 to Regulation (EC) No 1702/2003; and
 2. for aircraft other than new, have an airworthiness review carried out satisfactorily in accordance with point M.A.901; and
 3. have all maintenance carried out to comply with the approved maintenance programme in accordance with point M.A.302.
- (b) When satisfied that the aircraft is in compliance with the relevant requirements, the continuing airworthiness management organisation, if applicable, shall send a documented recommendation for the issuance of an ARC to the Member State of registry.

M.B.301 Maintenance programme

- (i) in paragraph (b) 'M.A.302(e)' is replaced by 'point M.A.302(c)';
- (ii) in paragraph (d) 'M.A.302(c) and (d)' is replaced by 'points M.A.302(d), (e) and (f)'.

M.B.302 Exemptions

In point M.B.302, 'Article 10(3)' is replaced by 'Article 14(4)'.

Article 14(4) in 216/2008 not valid

M.B.303 Aircraft continuing airworthiness monitoring

In point M.B.303, paragraph (a) is replaced by the following:

'(a) The competent authority shall develop a survey programme to monitor the airworthiness status of the fleet of aircraft on its register.'

In point M.B.303, the following paragraph (i) is added:

'(i) In order to facilitate appropriate enforcement action, competent authorities shall exchange information on non-compliances identified in accordance with paragraph (h).'

AMC M.B.303 Aircraft continuing airworthiness monitoring

The competent authority may create an adapted airworthiness survey programme for the aircraft for which it performs the airworthiness review.

AMC M.B.702(a) Initial approval

1. "Formally indicate in writing" means that an EASA Form 4 should be used for this activity. With the exception of the accountable manager, an EASA Form 4 should be completed for each person nominated to hold a position required by M.A.706(b), (c), and (d) and **M.A.707**.

AMC M.B.703 Issue of approval

The table shown for the Approval Schedule in EASA Form 14 includes a field designated as "Aircraft type/series/group". The intention is to give maximum flexibility to the competent authority to customise the approval to a particular organisation. Possible alternatives to be included in this field are the following:

- A specific type designation that is part of a type certificate, such as Airbus 340-211 or Cessna 172R.
- A type rating (or series) as listed in Part-66 Appendix I to AMC, which may be further subdivided, such as Boeing 737-600/700/800, Boeing 737-600, Cessna 172 Series.
- An aircraft group such as Cessna single piston engine aircraft.

Reference to the engine type installed in the aircraft may or may not be included, as necessary. In all cases, the competent authority should be satisfied that the organisation has the capability to manage the requested types/groups/series.

AMC M.B.704(b) Continuing oversight

4. Credit may be claimed by the competent authority Surveyor(s) for specific item audits completed during the preceding 11 23 month period subject to four conditions:
5. When an operator sub-contracts continuing airworthiness management tasks all sub-contracted organisations should also be audited by the competent authority of operator at periods not exceeding 12 24 months (credits per paragraph 4 above are permitted) to ensure they fully comply with M.A. Subpart G. For these audits, the competent authority auditing surveyor should always ensure that he/she is accompanied throughout the audit by a senior technical member of the operator. All findings should be sent to and corrected by the operator.